





EXHIBIT B

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: CEN14LA241		Aircraft Registration Number: N246AK	
		Occurrence Date: 05/06/2014		Most Critical Injury: Serious	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Crivitz	State WI	Zip Code 54114	Local Time 1118	Time Zone CDT	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer KINSLER ARTHUR PAUL		Model/Series KINSLER LANCAIR/MKII/NO SERIES		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>*** Note: NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. ***</p> <p>On May 6, 2014, about 1118 central daylight time, an amateur built Kinsler Lancair MKII airplane, N246AK, sustained substantial damage during a forced landing following a loss of engine power near Crivitz, Wisconsin. The pilot sustained serious injuries during the forced landing. The aircraft was registered to and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed for the flight, which was not on a flight plan. The flight originated from the J. Douglas Bake Memorial Airport, Oconto, Wisconsin, about 20 minutes prior to the accident, and was destined for the Ford Airport (IMT), near Iron Mountain Michigan.</p> <p>The pilot reported that about 10-15 minutes into the flight he detected the odor of aviation gasoline inside the cockpit. He said that he looked at his fuel pressure gauge and it read zero so he turned on the electric boost pump. The gauge reading still read zero, so he turned the boost pump off. The airplane's engine was losing power. The pilot used his GPS receiver to a turn toward the Crivitz Municipal Airport (3D1), Crivitz, Wisconsin, but he was not able to visually locate the airport. He saw a large field and performed a forced landing with the landing gear retracted.</p> <p>The Federal Aviation Administration Inspector that examined the airplane at the accident scene saw a fitting on the engine driven fuel pump that did not have a hose attached. He was unable to physically access the fitting during the on-scene examination. After the airplane was recovered from the accident site, another examination revealed that the fitting was the inlet fitting of the mechanical fuel pump. The hose that attached to the fitting had come loose and was no longer attached. The hose was present and the fitting on the hose and the mating fitting on the fuel pump showed no physical damage. The fittings appeared to be standard AN fittings. The location of the fitting in question was above the level of the fuel tanks and would have prevented leaking or siphoning of fuel when the airplane was parked.</p> <p>Updated on Aug 25 2015 1:06PM</p>					
<div style="text-align: center;">FACTUAL REPORT - AVIATION</div> <div style="text-align: right;">Page 1</div>					

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		Occurrence Date: 05/06/2014			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name N/A	Airport ID:	Airport Elevation Ft. MSL	Runway Used N/A	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition: Rough; Vegetation					
Approach/Arrival Flown: NONE					
VFR Approach/Landing: Forced Landing					
Aircraft Information					
Aircraft Manufacturer KINSLER ARTHUR PAUL		Model/Series KINSLER LANCAIR/MKII/NO SERIES		Serial Number 778	
Airworthiness Certificate(s): Experimental (Special)					
Landing Gear Type: Retractable - Tricycle					
Amateur Built Acft? Yes	Number of Seats: 2	Certified Max Gross Wt. 1685 LBS		Number of Engines: 1	
Engine Type: Reciprocating	Engine Manufacturer: LYCOMING		Model/Series: IO-360-B1E	Rated Power: 180 HP	
- Aircraft Inspection Information					
Type of Last Inspection Conditional	Date of Last Inspection 02/2014	Time Since Last Inspection 4 Hours		Airframe Total Time 790 Hours	
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type Yes /		ELT Operated?	ELT Aided in Locating Accident Site?		
Owner/Operator Information					
Registered Aircraft Owner MCGRAW DANIEL J		Street Address			
		City LENA	State WI	Zip Code 541399437	
Operator of Aircraft MCGRAW DANIEL J		Street Address			
		City LENA	State WI	Zip Code 541399437	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					

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Name On File		City On File		State On File	Date of Birth On File																																																																																								
					Age 66																																																																																								
Sex:	Seat Occupied: Left	Occupational Pilot? Unknown		Certificate Number: On File																																																																																									
Certificate(s): Flight Instructor; Commercial																																																																																													
Airplane Rating(s): Single-engine Land																																																																																													
Rotorcraft/Glider/LTA: Helicopter																																																																																													
Instrument Rating(s): Airplane; Helicopter																																																																																													
Instructor Rating(s): Airplane Single-engine; Instrument Airplane																																																																																													
Current Biennial Flight Review?																																																																																													
Medical Cert.: Class 3		Medical Cert. Status: With Waivers/Limitations		Date of Last Medical Exam: 07/2013																																																																																									
<table border="1"> <thead> <tr> <th>- Flight Time Matrix</th> <th>All A/C</th> <th>This Make and Model</th> <th>Airplane Single Engine</th> <th>Airplane Multi-Engine</th> <th>Night</th> <th colspan="2">Instrument Actual Simulated</th> <th>Rotorcraft</th> <th>Glider</th> <th>Lighter Than Air</th> </tr> </thead> <tbody> <tr> <td>Total Time</td> <td>2839</td> <td>389</td> <td>680</td> <td>4</td> <td>370</td> <td>228</td> <td>96</td> <td>2155</td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>2270</td> <td>374</td> <td>645</td> <td>0</td> <td></td> <td></td> <td></td> <td>1625</td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instruction Received</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>4.1</td> <td>4.1</td> <td>4.1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>4.1</td> <td>4.1</td> <td>4.1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>						- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument Actual Simulated		Rotorcraft	Glider	Lighter Than Air	Total Time	2839	389	680	4	370	228	96	2155			Pilot In Command(PIC)	2270	374	645	0				1625			Instructor											Instruction Received											Last 90 Days	4.1	4.1	4.1								Last 30 Days	4.1	4.1	4.1								Last 24 Hours										
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Seatbelt Used?		Shoulder Harness Used?		Toxicology Performed? No																																																																																									
				Second Pilot? No																																																																																									
Flight Plan/Itinerary																																																																																													
Type of Flight Plan Filed: None																																																																																													
Departure Point		State		Airport Identifier	Departure Time																																																																																								
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Destination		State		Airport Identifier																																																																																									
IRON MOUNTAIN		MI		IMT																																																																																									
Type of Clearance: None																																																																																													
Type of Airspace: Class G																																																																																													
Weather Information																																																																																													
Pilot's Source of Wx Information:																																																																																													
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WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site																																																																														
MNM	1615	UTC	625 Ft. MSL	20 NM	90 Deg. Mag.																																																																														
Sky/Lowest Cloud Condition: Clear				Ft. AGL	Condition of Light: Day																																																																														
Lowest Ceiling: None			Ft. AGL	Visibility: 10 SM	Altimeter: 30.14 "Hg																																																																														
Temperature: 8 °C		Dew Point: -2 °C	Weather Conditions at Accident Site: Visual Conditions																																																																																
Wind Direction: 80		Wind Speed: 8	Wind Gusts:																																																																																
Visibility (RVR): Ft.		Visibility (RVV) SM																																																																																	
Precip and/or Obscuration: No Obscuration; No Precipitation																																																																																			
Accident Information																																																																																			
Aircraft Damage: Substantial			Aircraft Fire: None		Aircraft Explosion: None																																																																														
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;">- Injury Summary Matrix</th> <th style="width: 5%;">Fatal</th> <th style="width: 5%;">Serious</th> <th style="width: 5%;">Minor</th> <th style="width: 5%;">None</th> <th style="width: 10%;">TOTAL</th> </tr> </thead> <tbody> <tr><td>First Pilot</td><td></td><td>1</td><td></td><td></td><td>1</td></tr> <tr><td>Second Pilot</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Student Pilot</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Flight Instructor</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Check Pilot</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Flight Engineer</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Cabin Attendants</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Other Crew</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Passengers</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>- TOTAL ABOARD -</td><td></td><td>1</td><td></td><td></td><td>1</td></tr> <tr><td>Other Ground</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>- GRAND TOTAL -</td><td></td><td>1</td><td></td><td></td><td>1</td></tr> </tbody> </table>						- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL	First Pilot		1			1	Second Pilot						Student Pilot						Flight Instructor						Check Pilot						Flight Engineer						Cabin Attendants						Other Crew						Passengers						- TOTAL ABOARD -		1			1	Other Ground						- GRAND TOTAL -		1			1
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	Occurrence Type: Accident	
Administrative Information		
Investigator-In-Charge (IIC) John M. Brannen		
Additional Persons Participating in This Accident/Incident Investigation: Mark Tremmel FAA - Milwaukee FSDO Milwaukee, WI		
FACTUAL REPORT - AVIATION		